B 65/989-2

VFR TERMINAL AREA CHART
BOSTON

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1927
Topographic data corrected to September 1989

35 TH EDITION December 14, 1989
Includes airspace amendments effective November 16, 1989
and all other aeronautical data received by October 19, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.
This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of
the next edition scheduled for MAY 31, 1990

BOSTON TERMINAL CONTROL AREA

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

See back of this chart for procedural information
within the Boston Terminal Control Area (TCA)

100 -- Ceiling of TCA in hundreds of feet MSL
80 -- Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON BOSTON TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
BEVERLY		0700-2200	118.7	125.2	
BOIRE NF	NASHUA	0800-1800 OCT 1-APR 30 0700-2100 MAY 1-SEP 30	125.1	119.7	
HANSCOM	HANSCOM	0700-2300	124.6	118.5 236.6	
LAWRENCE		0700-2200	126.75	120.0	
LOGAN INTL	BOSTON	CONTINUOUS	135.0	119.1 128.8 257.8	
MOORE AAF		0700-1859 MON-FRI OTHER TIMES AS REQUIRED		119.35 241.0	
NORWOOD MEM		0700-2200	119.95	126.0	
SOUTH WEYMOUTH NAS-SHEA	NAVY WEYMOUTH	0700-2300 OT BY NOTAMS		126.2 360.2	ASR/PAR
WORCESTER		0700-2200	126.55	120.5 263.0	

SPECIAL USE AIRSPACE ON BOSTON TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-4102A	FORT DEVENS, MA	TO BUT NOT INCL 2000	0800-2200 SAT † 24 HRS IN ADVANCE	ZBW CNTR
R-4102B	FORT DEVENS, MA	2000-3995	0800-2200 SAT † 24 HRS IN ADVANCE	ZBW CNTR
W-103	CASCO BAY, ME	TO 2000	INTERMITTENT	ZBW CNTR

Entire area of this chart is within the Eastern

C 55.416/11:

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U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

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VFR TERMINAL AREA CHART
BOSTON

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol identification refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft or greater

Seaplane Base (GPB)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

(R) Private "(Pvt)" - Non-public use having emergency or landmark value.

Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

(H) Heliport - Selected
(U) Unverified
(⊗) Abandoned - paved having landmark value.
(F) Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater

★ Rotating light in operation Sunset to Sunrise.

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93) — NAME CT 118.3 * — Indicates Flight Service Station on field.
ATIS 123.8
285 L 72 122.95 — UNICOM
VFR Advsy 125.0
Airport of entry

FSS - Flight Service Station
CT - 118.3 - Control Tower (CT) - primary frequency
* - Star indicates operation part time. See tower frequencies tabulation for hours of operations.
(L)- Indicates Common Traffic Advisory Frequencies (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
UNICOM - - Aeronautical advisory station
VFR Advsy - 'VFR Advisory Service' shown where ATIS not available and t-frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation: Sunset to Sunrise.
*L - Lighting available on request, part-time lighting, or pilot-controlled lighting.
72 - Length of longest runway in hundreds of feet; usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length.

All times are local.

NFCT - Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)
VORTAC
VOR-DME
Non-Directional Radiobeacon
Marine Radiobeacon — 25 — POINT LOMA 302 — 11+00 & ev 6m
Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets-RCO, etc.

122.1R 122.6 123.6
OAKDALE
362 116.8 OAK
Underline indicates no voice on this freq
Square indicates TWEB, AWOS or HIWAS available at this NAVAID.
R - receive only
T - transmit only

122.1R
MIAMI
Controlling FSS

122.1R
CHICAGO CHI
Heavy line box indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.
For Airport Advisory Service use FSS freq 123.6
In Canada all available FSS frequencies are shown.
Frequencies above thin line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.
CZ—Control Zone
CZ - Extends upwards from the surface
CZ within which Fixed-wing special VFR Flight is prohibited
Class C or ₹ CZ (Canada)
TA—Transition Area
The limits of controlled airspace are shown by tint bonds (Vignette) and are color-coded in blue and magenta.
Floor 700 feet above surface
Floor 1200 feet above surface
2000 / 2000 MSL — Floors other than 700 feet or 1200 feet above surface
Prohibited, Restricted, Warning and Alert Area
MOA - Military Operations Area
Special Airport Traffic Areas
Special Air Traffic Rules (See F.A.R. Part 93 for details)
NAME (Magenta, Blue, or Black)
Visual Check Point
Parachute Jumping Area See Airport/Facility Directory
Low Altitude Federal Airways are indicated by center line.
V 3 ←270°
Intersection - Arrows are directed towards facilities which establish intersection.

TCA - Terminal Control Area / Canadian Class C Airspace
Mode C (See F.A.R. 91.24(AIM))
ARSA - Airport Radar Service Area
TRSA - Terminal Radar Service Area
National Security Area
IR21 MTR - Military Training Routes

OBSTRUCTIONS

1000 ft and higher AGL
below 1000 ft AGL
Group Obstruction
Obstruction with Aviation Red or Aviation Orange paint and/or high intensity lights. May operate part time.
2049 (1149) UC — Elevation of the top above mean sea level (height above ground)
Under construction or reported, position and elevation unverified
CAUTION: Guy wires may extend outward from structures.

MISCELLANEOUS

1°E Isogonic Line (1985 VALUE)
Ultralight Activity
Glider Operations
Hang Gliding Activity
☆ Flashing Light
Marine Light

TOPOGRAPHIC INFORMATION

Roads
Road Markers
Railroad
Bridges And Viaducts
Power Transmission Lines
Catenary; Height greater than 200 ft
Aerial Cable
Lookout Tower P-17 (Site Number)
618 Elevation Base Of Tower)
CG Coast Guard Station
Race Track
Tank-water, oil or gas
Oil Well • Water Well
Mines And Quarries
Mountain Pass
11823 (Elevation of Pass)
Outdoor Theater
Rocks
Pier
Perennial Lake
Non-Perennial Lake
Dams

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100 / 80 — Ceiling of TCA in hundreds of feet MSL / Floor of TCA in hundreds of feet MSL

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— ATTENTION —

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

— NOTICE TO USERS OF THIS CHART —

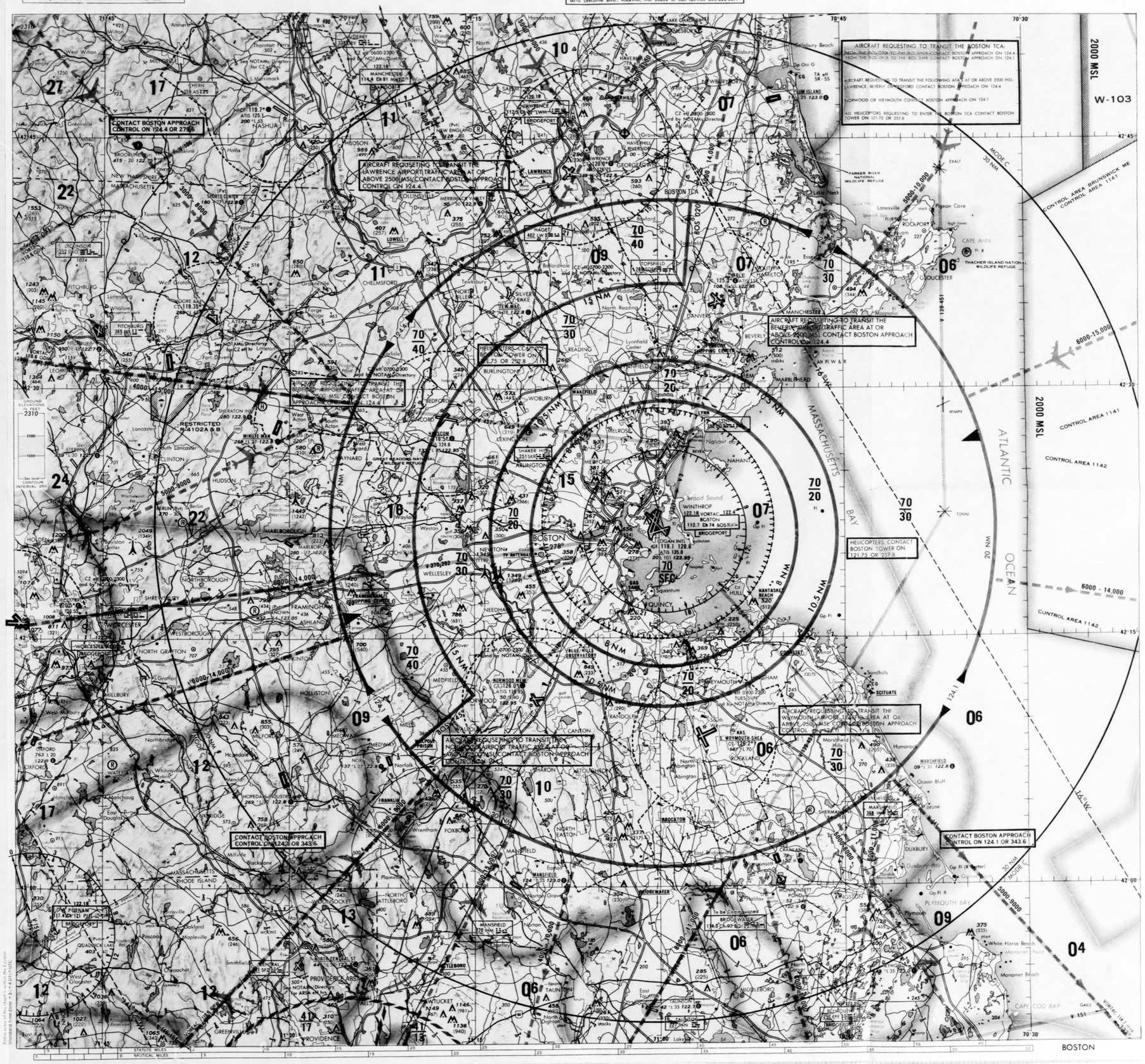
You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted — route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 8 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin at the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes. Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.


CONTACT BOSTON APPROACH CONTROL ON 124.4 OR 275.6
AIRCRAFT REQUESTING TO TRANSIT THE LAWRENCE AIRPORT TRAFFIC AREA AT OR ABOVE 2500 MSL CONTACT BOSTON APPROACH CONTROL ON 124.4
AIRCRAFT REQUESTING TO TRANSIT THE BEVERLY AIRPORT TRAFFIC AREA AT OR ABOVE 2500 MSL CONTACT BOSTON APPROACH CONTROL ON 124.4
AIRCRAFT REQUESTING TO TRANSIT THE BOSTON TCA:
FROM THE NOR-EAST TO THE NORTHWEST CONTACT BOSTON APPROACH ON 124.4
FROM THE NOR-WEST TO THE SOUTH-EAST CONTACT BOSTON APPROACH ON 124.1
AIRCRAFT REQUESTING TO TRANSIT THE FOLLOWING ATA'S AT OR ABOVE 2500 MSL:
LAWRENCE, BEVERLY, CONTACT BOSTON APPROACH ON 124.4
NORWOOD OR WEYMOUTH CONTACT BOSTON APPROACH ON 124.1
ALL HELICOPTERS REQUESTING TO ENTER THE BOSTON TCA CONTACT BOSTON TOWER ON 121.75 OR 257.8
HELICOPTERS CONTACT BOSTON TOWER ON 121.75 OR 257.8
AIRCRAFT REQUESTING TO TRANSIT THE WEYMOUTH AIRPORT TRAFFIC AREA AT OR ABOVE 2500 MSL CONTACT BOSTON APPROACH CONTROL ON 124.1
CONTACT BOSTON APPROACH CONTROL ON 124.1 OR 343.6
CONTACT BOSTON APPROACH CONTROL ON 124.1 OR 343.6
2000 MSL
W-103
MODE C 30 NM
CONTROL AREA BRUNSWICK ME CONTROL AREA 1141
5000-10,000
6000-15,000
2000 MSL
CONTROL AREA 1141
CONTROL AREA 1142
ATLANTIC OCEAN
MASSACHUSETTS BAY
6000 - 14,000
CONTROL AREA 1142
BOSTON
STATUTE MILES
NAUTICAL MILES

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BOSTON TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at the Logan International Airport unless the pilot-in-command holds at least a private pilot certificate.
3. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
5. An operable VOR or TACAN receiver (except for helicopters).
6. A 4096 code transponder with automatic altitude reporting equipment.

NOTE. – ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the Boston TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft, or aircraft desiring to transit the TCA, should contact Boston Approach Control on the frequency depicted. Pilots on initial contact should state their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
2. Aircraft departing the primary airport are requested to advise the Boston Clearance Delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than Logan International Airport whose route of flight would penetrate the TCA should give this information to ATC on appropriate frequencies.
3. Aircraft desiring to transit the TCA may obtain an ATC clearance to transit the TCA when traffic conditions permit and will be handled on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.